

ARIZONA DEPARTMENT OF TRANSPORTATION

Environmental Planning Group

Environmental Determination

Project Number: STP-060-B() TRACS Number: 060 MA 160 H5137 01C
Project Name: 91st Avenue Ramps to State Route 101 (Agua Fria Freeway)
Route: State Route 101 (Agua Fria Freeway) Limits: Grand Avenue to Thunderbird Road

I. PROJECT DESCRIPTION

The proposed 91st Avenue Ramps project is located in the city of Peoria within Maricopa County, Arizona (Figures 1, 2 and 3). The project limits are defined as the existing Arizona Department of Transportation (ADOT) right-of-way (ROW) along the Loop 101 Agua Fria Freeway (Agua Fria Freeway) and Grand Avenue, and along 91st Avenue between Cactus Road and Grand Avenue.

There is currently no northbound access onto the Agua Fria Freeway from Grand Avenue, or for southbound motorists seeking direct access onto Grand Avenue from the Agua Fria Freeway. For northbound access, motorists must currently use the Thunderbird Road TI approximately 1 mile north, or the Peoria Road TI 1 mile to the south. Because of conflicts with the Burlington Northern Santa Fe (BNSF) Railway, which parallels Grand Avenue on the northeast side along this portion, a full diamond traffic interchange could not be easily constructed without impacting the operations of the BNSF Railway.

The proposed project will include two ramps connecting 91st Avenue, Cactus Road, and Grand Avenue to the Agua Fria Freeway (Figure 4). The southbound ramp off-ramp (Ramp 91A) will be constructed as a flyover ramp, meaning that the ramp will pass over the top of the Agua Fria Freeway. The ramp will be 29.5 feet high as it extends over the Agua Fria Freeway. A single 12-foot auxiliary lane exiting southbound from the Thunderbird TI to the Agua Fria Freeway will be straightened and extended to align and connect to the entrance to Ramp 91A. These improvements will be completed within the existing ADOT ROW. Ramp 91A will include a 12-foot travel lane with 8-foot shoulders on the ramp approach, and 6-foot shoulders on the flyover portion.

Ramp 91B (northbound access ramp) will be primarily constructed at-grade. As the ramp approaches the storm drain channel and the Agua Fria Freeway, it will be necessary to elevate the roadway. At this location, the ramp will be elevated to match the existing grade of the Agua Fria Freeway. It will consist of

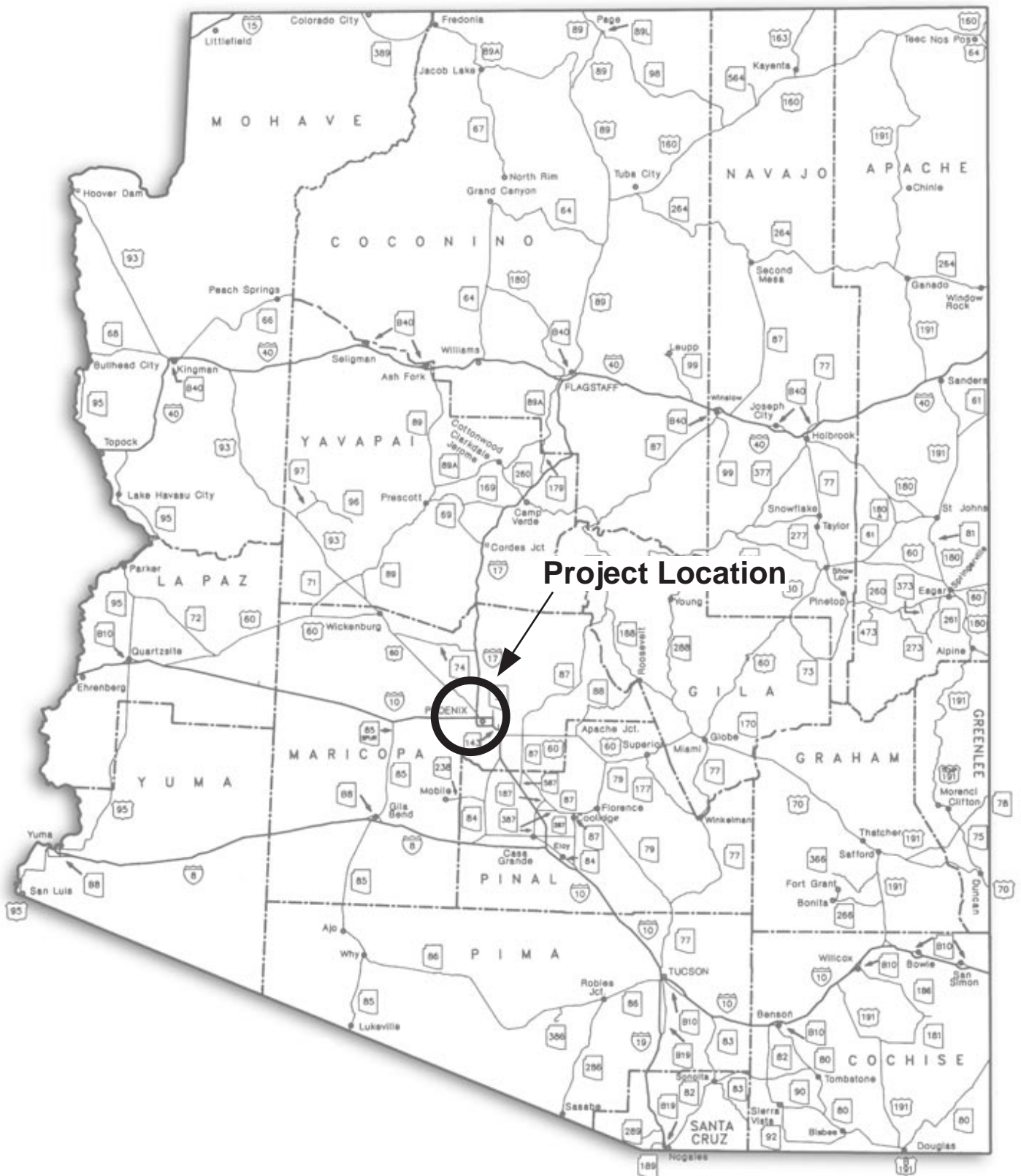


Figure 1. State Location Map

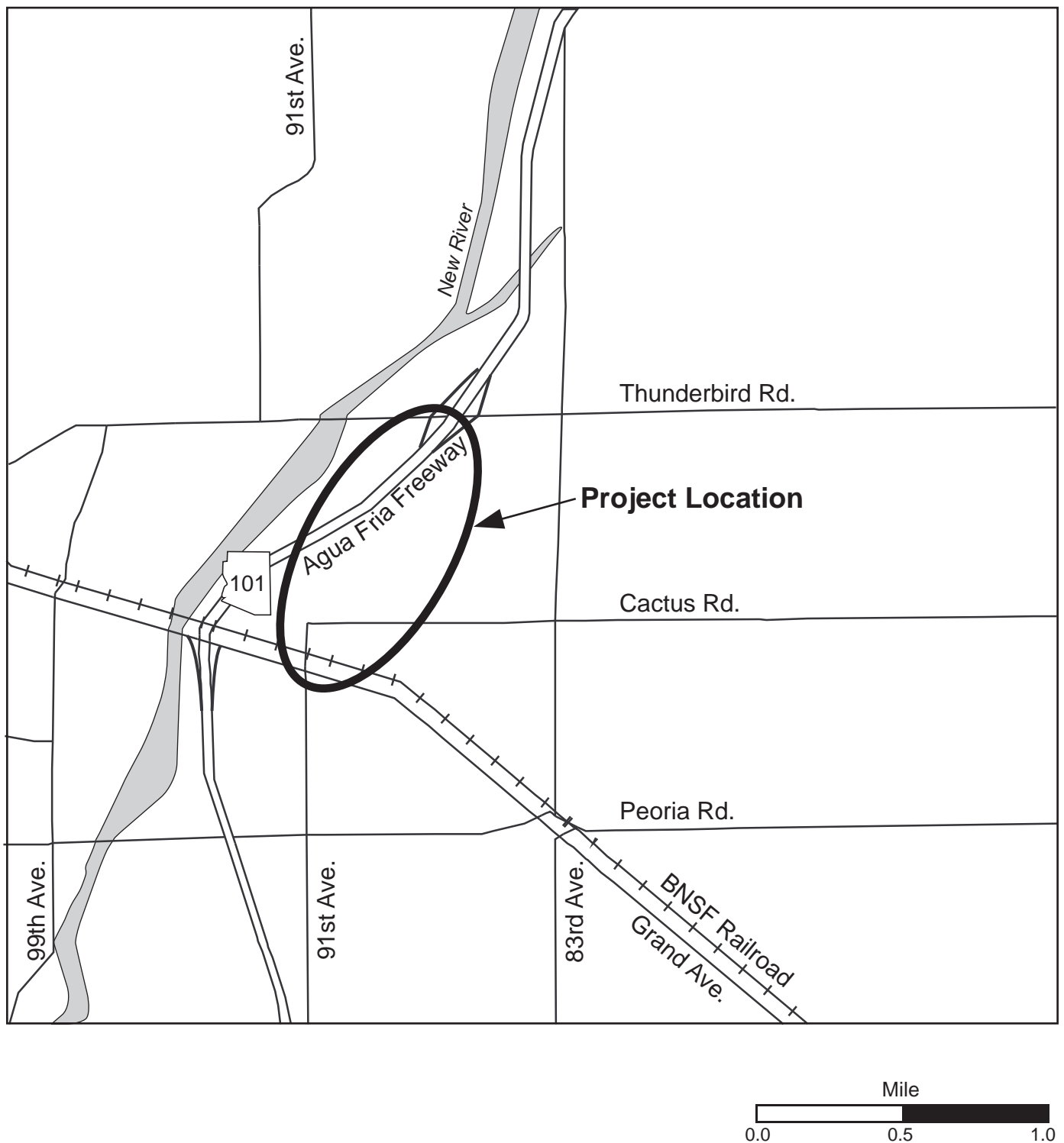


Figure 3. Project Location Map

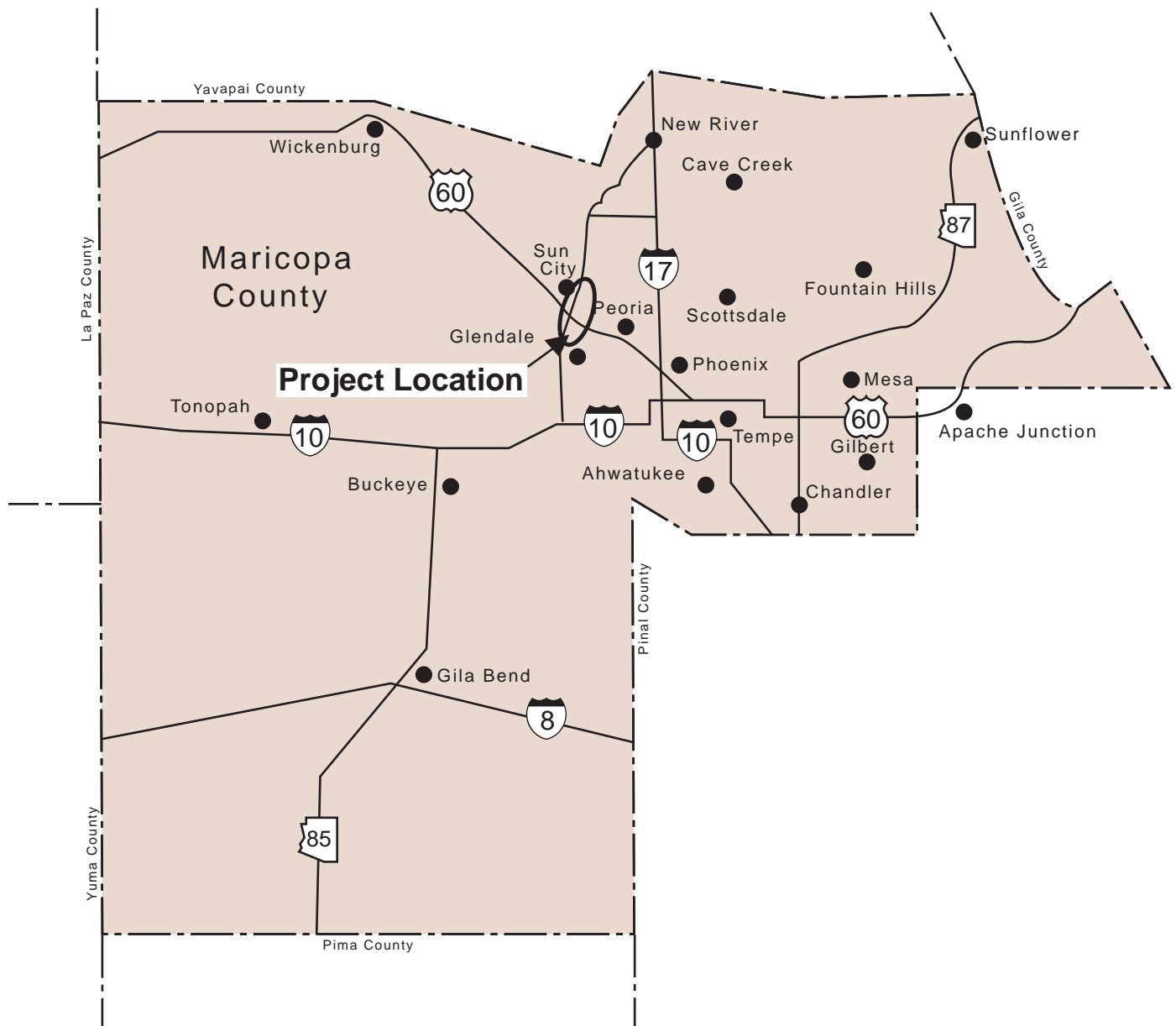


Figure 2. Maricopa County Location Map



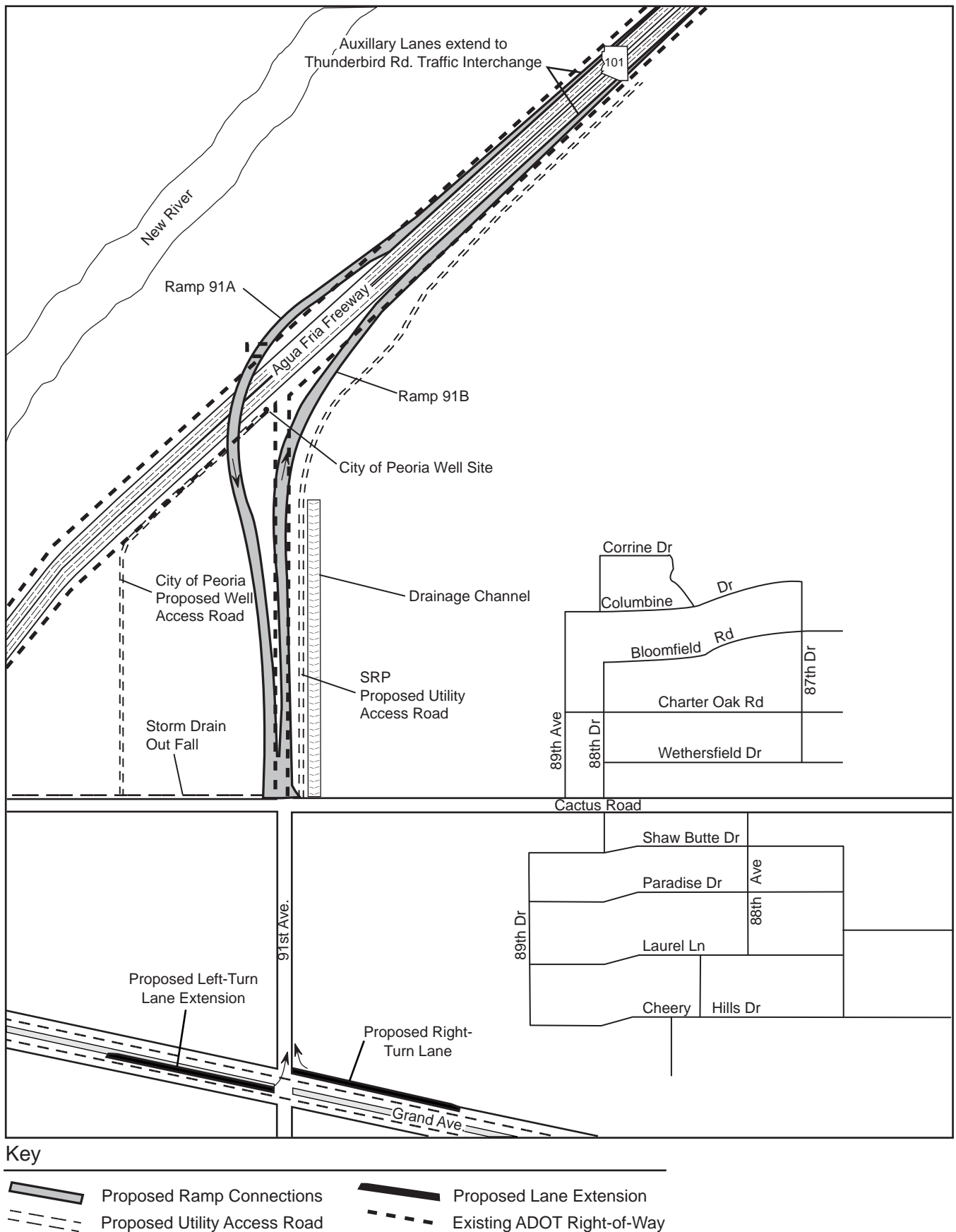


Figure 4. Build Alternative (preferred)

two 12-foot lanes with 2-foot shoulders. As the lanes approach the existing lane configuration of the Agua Fria Freeway, they will merge into one auxiliary lane and extend to the gore of the Thunderbird TI.

The existing left-turn lane from southeast-bound Grand Avenue to 91st Avenue will be extended from its current length of 150 feet to 360 feet. A right-turn lane will also be constructed from Grand Avenue at 91st Avenue. The right-turn lane will be approximately 600 feet long. The project will also include improvements such as new signage along Grand Avenue and restriping of 91st Avenue between Cactus Road and Grand Avenue.

The proposed project will include two 8-foot by 7-foot concrete box culverts extended on the south side of the Agua Fria Freeway. Off-site runoff draining toward the 91st Avenue and Cactus Road intersection will be collected along the east side of the traffic interchange within a proposed concrete-lined channel. This channel will be constructed 4 feet wide by 2.5 feet deep with 3:1 side slopes. This channel will convey the off-site flow and associated pavement drainage from the new ramps to the existing 48-inch storm drain located near the 91st Avenue and Cactus Road intersection. All drainage control measures will be designed to capture flows associated with a 50-year rainfall event.

The proposed improvements will require an additional 12.2 acres of ROW. This ROW will involve the acquisition of two partial-take parcels, which will impact two private property owners. The new ROW will be acquired between the Thunderbird Road/ Agua Fria Freeway Traffic Interchange (TI) south to the terminus of the 91st Avenue off-ramp connection to Grand Avenue at Cactus Road, and within 600 feet in either direction along Grand Avenue at its intersection with 91st Avenue.

Adjacent land use includes residential, commercial, undeveloped, and agricultural land zoned for commercial or industrial use. The project area is located primarily within the jurisdictional boundaries of the City of Peoria, but does include unincorporated land administered by Maricopa County.

The 1998 traffic data indicate that the average daily traffic (ADT) along Grand Avenue between 91st Avenue and 87th Avenue was 22,900 vehicles per day (vpd). The projected 2020 traffic data for this same segment indicate that eastbound traffic will increase to 27,748 vpd and westbound traffic counts will increase to 27,926. Other traffic data recorded within the project area include 1998 traffic data for 91st Avenue between Grand Avenue and Cactus Road. The 1998 traffic within this portion of the project area was 8,800 vpd, while the projected 2020 numbers indicate will increase to nearly 10,600 vpd.

The design speeds will be 55 miles per hour (mph) near the off-ramp connection to the Agua Fria Freeway, 50 mph near the middle segment of the ramp (curve), and 35 mph as the ramp approaches the 91st Avenue and Cactus Road intersection.

The proposed federally-funded project is estimated to cost \$10,100,000.

II. IMPACT EVALUATION

A. Natural Environment

1. Threatened and Endangered Species

The U.S. Fish and Wildlife Service's list of endangered, threatened, proposed, and candidate species for Maricopa County was reviewed by a qualified biologist (Barbara Garrison, Logan Simpson Design Inc.). It was determined that no listed species or designated critical habitat will be affected by the construction of this project because the project area is within an urban area and does not contain suitable habitat for any threatened, endangered, proposed or candidate species. Therefore, a biological evaluation will not be necessary.

2. Native Plants

Protected native plants within the construction limits will be impacted by the project. The majority of these plants will be tagged, removed, stored, and reused in the landscaping design for the completed on-ramp project. ADOT Roadside Development Section will notify the Arizona Department of Agriculture about the remaining native plants that will not be tagged and salvaged at least 60 days prior to the start of construction to afford commercial salvagers the opportunity to remove and salvage these plants.

3. Invasive Species

Under Executive Order 13112, dated February 3, 1999, projects which occur on federal lands or are federally funded must: "subject to the availability of appropriations, and within Administration budgetary limits, use relevant programs and authorities to: i) prevent the introduction of invasive species; ii) detect and respond rapidly to, and control, populations of such species in a cost-effective and environmentally sound manner; iii) monitor invasive species populations accurately and reliably; and iv) provide for restoration of native species and habitat conditions in ecosystems that have been invaded."

In accordance with Executive Order 13112, the project area was surveyed by a qualified invasive species authority, and it was determined that there are no listed invasive species within the project boundaries. Therefore, this project will not result in the spread of invasive species. In order to prevent the introduction of invasive species, all earth-moving and hauling equipment shall be washed at the contractor's storage facility prior to entering the construction site. In addition, all disturbed soils that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity.

4. 100-Year Floodplain and Impacts

A review of the Federal Emergency Management Agency Flood Insurance Rate Map for the project area indicates that the project is located within a 100-year floodplain. Impacts on floodplains typically occur when the topography within a floodplain is substantially modified either by placement or removal of materials within the floodplain. The proposed improvements will be designed in such a manner that existing drain patterns will be maintained. Drainage facilities will be designed in accordance with ADOT Roadway Design Guidelines. The proposed project will include two 8-foot by 7-foot concrete box culverts extended on the south side of the Agua Fria Freeway. Off-site runoff draining toward the 91st Avenue and Cactus Road intersection will be collected along the east side of the traffic interchange within a concrete-lined channel. This channel will be constructed 4 feet wide by 2.5 feet deep with 3:1 side slopes. This channel will convey the off-site flow and associated pavement drainage from the new ramps to the existing 48-inch storm drain located near the 91st Avenue and Cactus Road intersection. All drainage control measures will be designed to capture flows associated with a 50-year rainfall event. The proposed improvement will at a minimum replace the current system's storage capacity. Therefore, no impacts on floodplains will occur.

5. Section 401/404

The proposed construction activities will not involve the discharge of dredged or fill material into waters of the United States; therefore, no Section 404 permit or Section 401 Water Quality Certification is required.

6. Section 4(f) Impacts

Section 4(f), of the U.S. Department of Transportation Act of 1966, states that the Federal Highway Administration (FHWA) "may approve a transportation program or project requiring publicly-owned land of a public park, recreation area, or wildlife and waterfowl refuge of national, state or local significance, or

land of a historic site of national, state, or local significance (as determined by the federal, state, or local officials having jurisdiction over the park, area, refuge, or site) only if there is no prudent or feasible alternative to using that land and the program or project includes all possible planning to minimize harm to the park, recreation area, wildlife and waterfowl refuge, or historic site resulting from the use” (49 U.S.C. 303).

A “use” of a Section 4(f) resource, as defined in Title 23, Code of Federal Regulations (CFR), Part 771.135(p) occurs: (1) when land is permanently incorporated into a transportation facility; 2) when there is a temporary occupancy of land that is adverse in terms of the statute’s preservationist purposes; or 3) when there is a constructive use of land. A constructive use of a Section 4(f) resource occurs when the transportation project does not incorporate land from resources, but the project’s proximity impacts are so severe that the protected activities, features, or attributes that qualify a resource for protection under Section 4(f) are substantially impaired. For example, a constructive use can occur when:

- a) the projected noise level increase, attributable to the project, substantially interferes with the use and enjoyment of a noise-sensitive facility of a resource protected by Section 4(f);
- b) the proximity of the proposed project substantially impairs aesthetic features or attributes of a resource protected by Section 4(f), where such features or attributes are considered important contributing elements to the value of the resource. An example of such an effect will be the location of a proposed transportation facility in such proximity that it obstructs or eliminates the primary views of an architecturally significant historical building, or substantially detracts from the setting of a park or historic site which derives its value in substantial part due to its setting; and/or
- c) the project results in a restriction on access, which substantially diminishes the utility of a significant publicly-owned park, recreation area, or historic site.

There is no publicly-owned public park, recreation area, or wildlife and waterfowl refuge, or any significant historic site in the project area; therefore, there is no Section 4(f) involvement with the construction of the project.

7. Visual Impacts

The visual character near the project area is characterized by commercial, residential and agricultural land uses, and a wide, braided segment of New River. The residential and commercial buildings consist of

different architectural styles. There is a limited amount of landscaping at commercial businesses within the project area, but it is prominent in the residential areas. Because the terrain within the project area is relatively flat, distant views of mountains can be seen. Some of the most distinct views include the Estrella Mountains to the south and the White Tank Mountains to the west. In addition to these distant views, New River, which is near the proposed project, offers visual relief of the typical urban setting common throughout most of the metropolitan area. Prominent built features within the project area include residential, commercial, and industrial structures, the BNSF railroad, traffic lights, billboards, the City of Peoria drinking water well site, the ADOT concrete line storm drain channel, a communication tower, and the Agua Fria Freeway.

The proposed improvements will change the visual character and quality of the project area because the flyover ramp will be elevated and visible to motorists and nearby residential and commercial properties. Landscaping will be installed on all embankments and within the public ROW to enhance the visual character within the project limits. Therefore, it is not anticipated that the proposed project will substantially impact the visual character or quality of the area.

8. Prime or Unique Farmlands

The project area does contain agricultural fields that will be impacted by construction activities. The proposed improvements will involve the acquisition of 12.2 acres of ROW, which includes a portion of the agricultural field located north of the existing 91st Avenue and Cactus Road intersection. According to the Natural Resources Conservation Service's Chandler Field Office, the land within the proposed project area has been designated as prime farmland. Under the definitions of the Farmland Protection Policy Act, and due to the fact that the agricultural land according to the Peoria Comprehensive Master Plan has been designated as industrial/business park for future land use planning, the project is exempt from the requirements of the FPPA (7 USC 4202, Rules, Title 7, Cod of Federal Regulations, Part 658). Therefore, the proposed project will not substantially impact any prime, unique, or farmland of statewide or local significance.

9. Wild and Scenic Rivers

There are no wild or scenic rivers in the vicinity of the proposed project; therefore, there will be no impact to any wild or scenic rivers as a result of this project.

B. Physical/Construction

1. Noise Impacts

An analysis of potential noise impacts was conducted within the proposed project area, pursuant to the ADOT Noise Abatement Policy (NAP), dated March 21, 2000, and in accordance with the provisions of Title 23, CFR Part 772 - Procedures for Abatement of Highway Traffic Noise and Construction Noise. FHWA's Noise Abatement Criteria (NAC) are delineated by land use categories and their associated acceptable exterior noise levels.

No noise-sensitive land uses were located within in the project. The undeveloped land located adjacent to the proposed project was used to represent five of the six receptor sites studied. The sixth receptor site represents a commercial business complex. Predicted noise levels for the existing peak-hour travel conditions ranged between 54 decibels (dBA) and 69 dBA. The business complex located at the 91st Avenue and Cactus Road intersection had a predicted noise level of 54 dBA, which is well below the NAC threshold. For the existing conditions, none of the six receiver sites approached or exceeded the NAC.

The proposed projected resulted in predicted future noise levels about 2 dBA to 3 dBA higher than the existing noise levels. None of the receptor sites will approach or exceed the NAC, nor will these sites expected to substantially exceed existing conditions. In addition, the only receptor sites that would experience this predicted future noise increase will be the NAC Category C land uses associated with the commercial business complex. ADOT does not mitigate for these types of land uses. No mitigation is recommended. Therefore, the proposed project will not substantially impact the noise quality within the project area.

2. Air Quality Impacts

The project is located within the Maricopa County Non Attainment Area for particulate matter less than 10 microns (PM₁₀), carbon monoxide (CO), and ozone (O₃). A project located within this non attainment area must not cause or contribute to a violation or increase the frequency or severity of an existing CO or PM₁₀ violation. This project is located in the approved Transportation Improvement Program for the fiscal years 2001-2005, which conforms to the State Implementation Plan (SIP) and the Federal Implementation Plan (FIP), and is therefore in conformity.

Predicted maximum one-hour and eight-hour CO concentrations associated with the proposed ramps were higher than those values obtained for the existing configuration. This is due to the increase in projected traffic volumes, although all of the predicted concentrations were relatively low and do not exceed either the federal or state standards. The CO concentrations predicted for the proposed project meet State and Federal National Ambient Air Quality Standard. The proposed project is not expected to cause substantial impacts on the air quality of the project area or region.

Short-term increases regarding localized CO levels may occur during construction due to the interruption of normal traffic flow. Efforts should be made to reduce queuing, especially during the peak hours of travel. Short-term impacts to particulate matter (PM₁₀ and PM_{2.5}) levels could also occur during the construction phase, but these will be reduced through the use of watering or other dust-control measures as specified in the *ADOT Standard Specifications for Road and Bridge Construction*, Section 104.28 (2000 Edition). The contractor shall adhere to Maricopa Rules 310 and 360 regarding fugitive dust emissions and new source performance standards, respectively, during construction. In addition, the contractor shall be responsible for obtaining any necessary asbestos permits for demolition of any structures, if applicable.

3. Construction-Related Impacts

Maintenance of traffic and access will be addressed in a traffic control plan. Key aspects will include the following: 1) maintenance of traffic on Cactus Road and 91st Avenue, and access to the adjoining businesses; 2) no impact on the BNSF Railway during construction of the ramps; 3) maintenance of at least one lane in each direction of the Agua Fria Freeway, except during final tie-ins and bridge work. If temporary full closures on the Agua Fria Freeway are required, traffic detours shall include major arterial streets, and shall occur during nighttime or weekend hours.

Other short-term construction-related impacts such as noise, air quality, and access will not substantially impact the public because the construction-related impacts will be temporary, and the traffic control plan will minimize any impacts.

Traffic control will be in accordance to Part VI, of the *Manual on Uniform Traffic Control Devices for Streets and Highways*, published by the U.S. Department of Transportation, Federal Highway Administration (1993), Traffic Control Supplement (1996), and/or associated provisions in the project plans, as determined by the ADOT Traffic Design Section during design.

4. Utility Impacts

Utilities within the project area include Salt River Project (SRP) and Arizona Public Service (APS) power lines, City of Peoria sewer and water lines, and a Maricopa County Flood Control District storm drain. The City of Peoria currently operates a public drinking-water well site within the proposed project area. This facility will not be affected, and the service road will be constructed to allow continued access for maintenance of this facility. The sewer and water line located along the 91st Avenue alignment will need to be relocated. In addition, SRP and APS powerlines exist as shared facilities along the west side of the 91st Avenue ROW. The APS powerline turn northeast and follow the Agua Fria Freeway ROW. The SRP powerline crosses the Agua Fria Freeway. The SRP pole on the north side of the Agua Fria Freeway, and the poles along the west 91st Avenue ROW conflict with the proposed ramp and roadway improvements, and will be relocated to the east side of the new ROW. Coordination will be required between the ADOT Utilities and Railroad Engineering Section, the City of Peoria, SRP, and APS to facilitate the removal and relocation of utilities prior to construction. SRP will provide electrical service for the 91st Avenue/Cactus Road intersection and a new service drop to the existing City of Peoria well site. The contractor will provide notice to utility customers at least 14 days prior to the removal or relocation of any utilities.

5. Hazardous Materials Evaluation

A Preliminary Initial Site Assessment for hazardous materials was conducted for the project area. No hazardous materials concerns were identified. No further hazardous materials investigation is required. If suspected hazardous materials are encountered during construction, work will cease at that location and the ADOT Engineer will be contacted to arrange for proper assessment, treatment, or disposal of those materials.

6. National Pollutant Discharge Elimination System (NPDES)

Because 5 or more acres of land will be disturbed, a National Pollutant Discharge Elimination System (NPDES) permit will be required. The Roadside Development Section will determine who will prepare the Storm Water Pollution Prevention Plan (SWPPP). The District Construction office and contractor will submit the Notice of Intent (NOI) and the Notice of Termination (NOT) to the Environmental Protection Agency (EPA) and submit copies to the Arizona Department of Environmental Quality (ADEQ).

C. Socioeconomic

1. Residential/Commercial Development and Displacement(s)

Commercial/retail land uses do occur adjacent to the project area, while the closest residences are approximately 0.25 mile away from the proposed project. No known future new developments are currently planned within or near the project limits. The parcel located on the northwest corner of Grand Avenue and 91st Avenue will be re-developed prior to completion of this project.

The proposed improvements will not require the removal or relocation of any residential or commercial properties. The project will require the acquisition of 12.2 acres of new ROW affecting two private parcels owned by two property owners. The affected land uses will include the existing vacant lot located just to the northwest of the Cactus Road and 91st Avenue intersection, and a portion of the agricultural field, which borders the east side of the 91st Avenue alignment.

2. Neighborhood Continuity

The proposed project will improve neighborhood continuity between the residential and business areas located on either side of the Agua Fria Freeway. The proposed improvements will include the addition of ramps connecting the Agua Fria Freeway and Grand Avenue, which increase traffic movements from the Agua Fria Freeway. The proposed improvements will improve access for motorists seeking northbound access to the Agua Fria Freeway and southbound access from the Agua Fria Freeway to Grand Avenue. These improvements will improve the ability for residents on either side of the Agua Fria Freeway to access respective business and/or residential areas, therefore improving neighborhood continuity.

3. Temporary and Permanent Access

Access to businesses and residents will be maintained during construction. If temporary full closures on the Agua Fria Freeway are required, traffic detours shall include major arterial streets, and shall occur during nighttime or weekend hours. The contractor shall notify the adjacent businesses, property owners, and the general public at least 14 days prior to the beginning of construction or any closures of the Agua Fria Freeway.

4. Minority Groups

Census data indicate that the largest minority population occurring within the designated census boundaries for the project area is Hispanic at 28.1 percent. No business or residential relocations will occur as a result of this project. In addition, access will be maintained to existing business during construction. Therefore, there will be no impacts to any known minority groups within the project limits.

5. Environmental Justice

“Title VI of the Civil Rights Act of 1964” and related statutes assure that individuals are not excluded from participation in, denied the benefit of, or subjected to discrimination under any program or activity receiving federal financial assistance on the basis of Race, Color, National Origin, Age, Sex, and Disability. Executive Order 12898 on Environmental Justice directs that programs, policies, and activities not have a disproportionately high and adverse human health and environmental effect on minority and low-income populations. The proposed project is an operation improvement project that will provide on-ramp and off-ramp access to and from 91st Avenue and the Agua Fria Freeway respectively, and will not result in any substantial impacts on the surrounding area. A minor right-of-way acquisition (12.2 acres) of vacant land will be required from private parties. No structures or businesses will be eliminated. Property owners will be compensated at fair market value. Therefore, the project is not anticipated to have any disproportionately high and adverse effects on these populations. Benefits of this project for all motorists utilizing the new facility are improved access between the Agua Fria Freeway to this segment of 91st Avenue and Grand Avenue, and improved traffic operations along Grand Avenue where left-turn storage and a right-turn lane will be added to improve operation characteristics of the Grand Avenue corridor.

D. Cultural Resources

A Programmatic Agreement (PA) has been prepared and executed to address this project and the other five proposed intersections improvement projects within the Grand Avenue corridor (attached). This PA provides a detailed agreement of survey, testing procedures, and if necessary, data recovery including documentation of historic buildings and structures. The PA ensures that ADOT and FHWA adhere to all laws as defined in 36 Code of Federal Regulations (CFR) 800.14 (1) (b) (v).

In accordance with the terms of the PA, a cultural resource survey was completed by ADOT in October 2000, and reported in *A Cultural Resources Survey Of Four Intersections Along Grand Avenue (27th Avenue and Thomas Road, 43rd Avenue And Camelback Road, 51st Avenue And Bethany Home Road,*

And 91st Avenue And SR 101 Loop). Maricopa County, Arizona, by Logan Simpson Design Inc. Two historic transportation alignments have been documented in the project area. Grand Avenue and the BNSF Railway are both historic alignments. However, because both alignments have been substantially modified since their original construction, they are recommended ineligible for inclusion on the National Register of Historic Places (NRHP). There are no known NRHP cultural resources in the project area. The State Historic Preservation Office has concurred with the findings and a copy of their concurrence is attached.

If previously unidentified cultural resources are encountered during activity related to the construction of the project, the contractor shall stop work immediately at that location and shall take all reasonable steps to secure the preservation of those resources. The Engineer will contact Environmental Planning Group, Cultural Resources at 602.712.8641, immediately and make arrangements for the proper treatment of those resources.

III. PUBLIC INVOLVEMENT

A. Coordination

Coordination letters were sent to the following agencies and stakeholders: Arizona Department of Public Safety, BNSF, Maricopa Association of Governments, City of Peoria, Regional Public Transit Authority, Maricopa County, Flood Control District of Maricopa County, Salt River Project, Southwest Gas Company, Cox Communication, Qwest, and the Peoria Unified School District. All responses are attached.

B. Public Meetings

An agency scoping meeting was held on March 16, 2000, at the City of Peoria City Hall. In addition, a public meeting was held for this project at the Sundance Elementary School cafeteria in the city of Peoria on March 28, 2000, from 6:00 to 7:30 p.m. A total of 15 people attended the meeting. Notice of the public meeting was placed in the Arizona Republic newspaper on March 8, 2000, and again on March 15, 2000. Issues from these two meetings included the following:

- ❑ The project team needs to study turning movements and storage capacity on Grand Avenue at 91st Avenue.
- ❑ Access will need to be maintained to businesses during construction to allow solid-waste pick up.

- ❑ What about the need to add three-lanes on Grand Avenue from 75th Avenue to west of the New River crossing?
- ❑ What are the construction-related impacts?
- ❑ Which parcels would need to be acquired?
- ❑ ADOT should consider widening 91st Avenue from Cactus Road to Grand Avenue to provide additional travel lanes.

These comments will be evaluated during preparation of the final design details.

In cooperation with the Federal Highway Administration, ADOT recently distributed a letter to each agency representative and public participant from the project coordination and information meetings, respectively, held for this project. This letter informed these individuals that after further evaluation this project was covered under the categories excluded from detailed environmental analysis as identified in 23 CFR 771. In addition, these individuals were notified that ADOT would not offer a public hearing as previously mentioned in the public information meeting, because the proposed project meets categorical exclusion criteria.

C. Additional Public Involvement

If temporary full closures on the Agua Fria Freeway are required, traffic detours shall include major arterial streets, and shall occur during nighttime or weekend hours. In addition, the contractor shall notify the adjacent businesses, property owners, and the general public at least 14 days prior to the beginning of construction or any closures of the Agua Fria Freeway.

IV. ACTION REQUIRED

Federal-Aid Projects: Categorical Exclusion Group 2 Programmatic X
NonProgrammatic

State-Funded Projects: Environmental Clearance

V. MITIGATION MEASURES

Design Responsibilities:

- ADOT Roadside Development Section will determine who will prepare the Storm Water Pollution Prevention Plan.
- In compliance with Executive Order 13112 regarding invasive species, all disturbed areas that will not be landscaped or otherwise permanently stabilized by construction will be seeded using species native to the project vicinity.
- ADOT Roadside Development Section will notify the Arizona Department of Agriculture about the remaining native plants that will not be tagged and salvaged at least 60 days prior to the start of construction to afford commercial salvagers the opportunity to remove and salvage these plants.

District Construction Responsibilities:

- The District Construction office will submit the Notice of Intent and the Notice of Termination to the Environmental Protection Agency and copies to the Arizona Department of Environmental Quality.

Contractor Responsibilities:

- The contractor shall submit the Notice of Intent and the Notice of Termination to the Environmental Protection Agency and submit copies to the Arizona Department of Environmental Quality.
- In compliance with Executive Order 13112 regarding invasive species, all earth-moving and hauling equipment shall be washed at their storage facility prior to arriving on site to prevent the introduction of invasive species seed.
- If temporary full closures on the Agua Fria Freeway are required, traffic detours shall include major arterial streets, and shall occur during nighttime or weekend hours.
- The contractor shall adhere to Maricopa County Rule 310 and 360 regarding fugitive dust emissions and new source performance standards, respectively, during construction.

- The contractor shall be responsible for obtaining any necessary asbestos permits for demolition of any structures, if applicable.
- The contractor shall notify the adjacent businesses, property owners, and the general public at least 14 days prior to the beginning of construction and/or any closures of the Agua Fria Freeway.
- The contractor shall provide notice to utility customers at least 14 days prior to the removal or relocation of any utilities.

VI. CLEARANCE

Prepared By: _____ Date: _____

Michael Shirley, Environmental Planner
Logan Simpson Design Inc.

Reviewed By: _____ Date: _____

Diane Simpson-Colebank, Project Manager
Logan Simpson Design Inc.

Approved By: _____ Date: _____

Richard M. Duarte, Manager
Environmental Planning Group

VII. ATTACHMENTS

City of Peoria Community Development Response
City of Peoria Public Works Administration Response
Peoria Unified School District Response
Arizona State Historic Preservation Office Concurrence
Yavapai-Prescott Indian Tribe Concurrence
Advisory Council on Historic Preservation Response
Hopi Tribe Response
Yavapai-Apache Concurrence
Programmatic Agreement

- The contractor shall be responsible for obtaining any necessary asbestos permits for demolition of any structures, if applicable.
- The contractor shall notify the adjacent businesses, property owners, and the general public at least 14 days prior to the beginning of construction and/or any closures of the Agua Fria Freeway.
- The contractor shall provide notice to utility customers at least 14 days prior to the removal or relocation of any utilities.

VI. CLEARANCE

Prepared By: Michael Shirley Date: 5-2-01

Michael Shirley, Environmental Planner
Logan Simpson Design Inc.

Reviewed By: Diane Simpson-Colebank Date: 05-02-01

Diane Simpson-Colebank, Project Manager
Logan Simpson Design Inc.

Approved By: _____ Date: _____

Richard M. Duarte, Manager
Environmental Planning Group

VII. ATTACHMENTS

City of Peoria Community Development Response City of Peoria
Public Works Administration Response Peoria Unified School
District Response Arizona State Historic Preservation Office
Concurrence Yavapai-Prescott Indian Tribe Concurrence Advisory
Council on Historic Preservation Response Hopi Tribe Response
Yavapai-Apache Concurrence Programmatic Agreement

OEnvironmental Determination Report: 91" Avenue Ramps to State Route 101 (Agua Fria

Freeway)

TRACNo. 060MA160H513701C Project No. STP-060-B()